

## Fly Denies He Refused To Testify Before Cox Committee

Chairman James L. Fly of the Federal Communications Commission today denied having refused to testify before the special House committee investigating the agency and declared that he stood ready to appear "at any time."

Representative Cox, Democrat, of Georgia, committee chairman, declared at yesterday's hearing that Mr. Fly was called by the committee, but that he refused to talk.

In a letter to the committee made public today, Chairman Fly declared: "I am not conscious of ever having had an opportunity to testify before your committee on any of the various matters coming within the scope of the resolution adopted by Congress to investigate the commission. On my one brief appearance before the committee I was called upon to produce one file of the Board of War Communications."

**Asks Chance to Testify.** He added that he "cannot but reiterate the importance of the full committee giving to me and the commission a prompt hearing on the charges which the committee has made public. I stand ready at any time to appear . . . and want to urge that I be given this full and complete opportunity to be heard at an early date."

Meanwhile, T. A. M. Craven, a member of the FCC, told the committee that the commission's Analysis Division, where Axis radio broadcasts are recorded and summarized, is not of "much value."

Mr. Craven, spending his second day on the witness stand, was subjected to a barrage of questions by Eugene L. Garey, chief committee counsel. Asked whether the commission is "run" by Chairman Fly, Mr. Craven replied: "The situation on the commission is not as satisfactory as it should be."

"Mr. Fly is a man of intuition and ability and we have to let him go ahead and do certain things we don't hear about."

**Cox, Garey Clash.** There was a brief clash during the hearing between Chairman Cox and Mr. Garey.

Mr. Garey told the committee that the public hearings might as well be "terminated" if it was going to preclude witnesses from being "embarrassed."

His remark was inspired by a statement of Chairman Cox that he did not want witnesses before the committee "embarrassed."

"If witnesses ought to be relieved of embarrassment you might as well terminate the hearings, because a lot of witnesses are to be embarrassed before these hearings are completed," Mr. Garey declared.

There was another brief skirmish during the hearing between Mr. Garey and Charles I. Denny, chief counsel for the FCC, over three letters marked "confidential" in the commission files.

**Charge Press Threat.** Chairman Cox abruptly ended the argument by saying to Mr. Denny: "The committee will not hear from you any further. We are not going to let you take over this investigation."

Mr. Garey declared that Chairman Fly had "taken matters into his own hands," and told Mr. Craven the only thing he could do "was to raise hell."

"That's possibly true," said Mr. Craven. "It is an unpleasant thing to raise Cain on the commission."

## Poon Lim Tells of Patient Wait For Fate on Raft 131 Days

### Chinese Drifted On, With Neither Hope Nor Despair

By CARTER BROOKE JONES.

He didn't hope and he didn't despair. He just lived on from day to day, figuring that fate would determine what would happen to him, and there was no use worrying.

Thus Poon Lim, Chinese ship's steward, explained how he lived through one of the most extraordinary feats in recorded history—surviving 131 days at sea in an open raft.

Poon Lim received the press at a temporary government building at Second and T streets S.W. He was guest of—and this is all one title—the Emergency Rescue Equipment Section of the Office of Coordinator of Rescue and Development of the Navy.

**Looks Like Student.**

The 25-year-old Chinese, neat and smiling, looking like some university student, gave his interview through an interpreter, Li Ling Ai of New York, a young woman who lectures extensively and speaks English without a trace of accent.

"But didn't he give up hope?" reporter pressed.

There was a rapid exchange of Chinese. Then Mrs. Li reported: "No, he didn't give up hope. And, at the same time, he had no hope. It's hard to explain. He figured that if the devil wanted him, he'd take him, and otherwise he'd be saved. He didn't know which. And he didn't much care. But he was going on from day to day, doing what he could for himself."

**Vaguely Recalls Others.**

Poon was on a British ship which was torpedoed off the coast of Africa. He found himself alone on a life raft with, providentially, a cask of water and some crackers. He had a vague recollection, in the shock of being thrown into the water, of seeing some other persons in another raft, but he has never been able to learn what happened to them or whether there were any other survivors of the wreck.

The raft, he estimated, was 9 feet square. He rationed himself with water and crackers for 50 days, and then he decided he must do something else. There still was water, but the crackers were eaten up.

He stripped a life preserver of enough material to make a line, and he pulled up a nail from the raft for a hook. Bait? Well, he scraped some barnacles from the bottom of his craft and attached them to the bent nail.

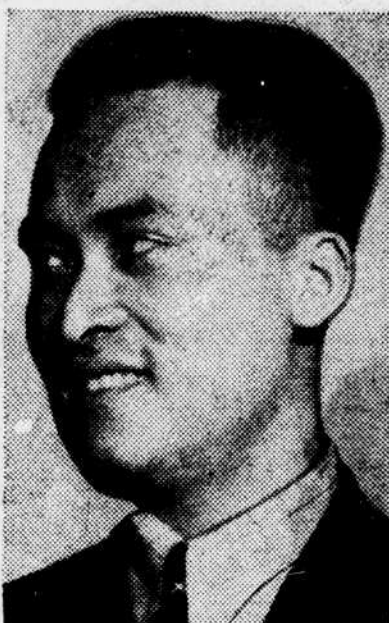
As a result, he began catching sizable fish. He ate them—raw, of course. Next, he told himself that birds could not see at night and yet flew at sea. So he held out

It results in hard feelings, and an unpleasant situation."

Mr. Cox said last night that his committee would inquire intensively into charges that the licensing power of the FCC "has been used to destroy free radio and free speech." He said the accusations were made in letters he had received, which also told him that broadcasters large and small "live in mortal fear of the FCC."

Mr. Garey added that the FCC also was charged with threatening a free press.

Mr. Cox did not elaborate on the accusations, but said the five-man full committee—or a subcommittee—would delve thoroughly into the use of the commission's licensing powers.



POON LIM.  
—U. S. Navy Photo.

some of the barnacles, and when the birds swooped down, he grabbed them. More food.

**Catches Rain to Drink.**

The days passed endlessly. But he remained steadfast, eating fish and birds and sustaining himself on water from the cask and, when that was empty, from occasional rain he caught in a piece of canvas which somehow had attached itself to the raft.

He never thought of giving up, he

explained. Whatever would happen to him—well, it would happen. "You're a fatalist," some one suggested.

When this was interpreted, he grinned and said: "Perhaps—I don't know."

But after more than four months—an incredible time, of which he lost track entirely—he saw, one morning, land straight ahead. He'd drifted almost across the Atlantic.

He had reached a point at the mouth of the Amazon River in Brazil, and he drifted into the shore. He was able to walk through the surf to the beach, where fishermen helped him, and, piecing together his story, got him to the nearest British consulate.

Today he looks no worse for his amazing experience. But Mrs. Li explained that it's hard for him to eat—he subsists mostly on milk—and he is, as she said, somewhat indifferent.

But he'd like to stay in this country, because, he said, "people are so kind."

Poon is a native of Hainan Island, now occupied by the Japanese. He has a wife there, and he doesn't know whether she is alive. A brother is with the Chinese Expeditionary Force in India.

There's a ceremony coming up which he will have to attend. He's to receive the British Empire Medal—the highest award which can be given a civilian. King George VI is bestowing it for extraordinary courage of one who devoted eight years to the British Merchant Marine.

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## Walkout Suspends Los Angeles Transit Service for 24 Hours

By the Associated Press.

LOS ANGELES, July 22.—Cars and buses of the Los Angeles Railway Co., which carry 1,000,000 persons to and from work daily, ceased operating at 3 a.m. today because of an operators' work stoppage.

Thousands of workers stood on street corners awaiting the cars that were marshalled silently into car barns, or walked in crowds in the direction of their jobs. Aircraft plants sent out trucks and trailers equipped with makeshift seats to round up their workers. Radio appeals urged motorists to fill their cars with war workers.

**WLB Disapproves Raise.**

Those who depend on the Los Angeles company for transportation will be inconvenienced only for 24 hours, D. D. McClurg, local president of the AFL union of drivers and motormen, said. To 3,000 workers voted the 24-hour stoppage in protest of a War Labor Board's refusal to approve a 10-cent-an-hour increase. Their present scale ranges from 80 to 90 cents.

In Washington, Acting Secretary of War Patterson said at a press conference today that it was "intolerable" that strikers should hinder production of materials needed on the battle fronts.

Noting that five large airplane manufacturing plants were affected by the transportation stoppage, Mr.

Patterson described their output as "desperately needed by our men on the fighting fronts" and stated:

"It is intolerable for any Americans to obstruct intentionally the production of munitions that mean life and death to our fellow citizens on the battle lines."

**All Possible Steps Urged.** "I hope those on strike realize they are hindering our war effort and so return to their jobs promptly."

Mr. Patterson said he had urged in telegrams sent to Los Angeles that every possible step be taken to avert a strike.

Sprawling Los Angeles' two transportation systems are the Los Angeles Railway Co., operating the "yellow" trolleys and buses, and the Pacific Electric Railway Co., operating the "red" cars and buses.

Operators for Pacific Electric, which also serves the numerous suburban areas, are voting on a similar work stoppage. Workers, getting from 77 to 87 cents top, had been granted a 13-cent raise by the Railway Labor Panel Emergency Board. Fred M. Vinson, director of economic stabilization, ordered this cut to 3 cents.

The 24-hour stoppage came less than two hours after a mass meeting, called in the hope of maintaining operations, failed to materialize. A small crowd of union members left the hall when speakers for both sides failed to appear within two minutes after the session convened.

The speakers, including Mayor Fletcher Bowron, Army representatives and union officials, arrived 10 minutes later, but the workers refused to re-enter the hall.

Efforts of Henry Mann, regional executive secretary of the union, and Mr. McClurg to persuade the crowd

of 200 to proceed with the meeting were greeted by jeers.

The War Labor Board yesterday announced its refusal to approve a 10-cent wage increase. Current wage rates are 80 cents an hour for motormen and conductors of two-man cars, and 90 cents for operators of one-man cars and buses. Company officials estimate that 800,000 to 1,000,000 persons use the Los Angeles Railway Co. cars and buses daily in this center of war industries.

**Asked to Call Off Walkout.**

The WLB, asking the union to call off the walkout, said that "this strike would seriously cripple vital transportation services in a large portion of the Southern California area, and would not only be in violation of labor's pledge to the President, but would be in direct violation of the national policy—expressed by Congress in the Smith-Connally Act."

The board said increases ranging from 15 to 26 per cent already had

been granted the Los Angeles Railway Co. workers under the Little Steel formula. The board approved a provision of a proposed contract providing for overtime pay for work on scheduled off days if employees had already worked six consecutive days.

Representatives of the War Manpower Commission, War Labor Board, Army, Navy, transportation companies and the union met at length last night with Mayor Bowron and officials of manufacturing plants. It was here that the last-minute conference early today was agreed on after Mayor Bowron reiterated that he had talked with James F. Byrnes, war mobilization director in Washington, and that Mr. Byrnes had said he would take up the wage case with Mr. Vinson.

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